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Planning Commission Study Session

TO: PLANNING COMMISSION *DF*

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MEETING DATE: OCTOBER 1, 2014

SUBJECT: Z14-15(C): AN AMENDMENT TO THE TOWN OF GILBERT LAND DEVELOPMENT CODE TO AMEND LAND USE REGULATION TABLES IN ALL ZONING DISTRICTS, AMEND DEVELOPMENT REGULATIONS AND SITE REGULATIONS IN ALL ZONING DISTRICTS, AMEND SIGN REGULATIONS AND SUBDIVISION REGULATIONS.

STRATEGIC INITIATIVE: Community Livability

The proposed text amendments represent the product of a comprehensive review undertaken to clarify terms and add cross references where needed. The proposed amendments will also resolve discrepancies, reflect current development standards and amend the glossary of terms to enhance the live, work, play environment.

RECOMMENDED MOTION

NO MOTION REQUESTED

BACKGROUND/DISCUSSION

At the Planning Commission's July 2, 2014 meeting, the Commission held a citizen review and initiated Z14-15, a comprehensive text amendment of the Land Development Code to address a multitude of technical corrections, improvements and enhancements with the goal of realizing opportunities for more consistent, predictable and desired development outcomes. During discussion, staff noted that it would be returning with various components of the comprehensive text amendment as each portion was ready for Planning Commission review. At the Planning Commission's August 6, 2014 Study Session, the Commission discussed the Part A text amendments which included ten distinct components. At the Planning Commission's September 3, 2014 meeting, the Planning Commission recommended approval of Part A and held a Study Session to review Part B, which included three distinct components.

This third batch (Part C) deals exclusively with visitor parking in higher density single family residential development. This issue has been specifically identified by Town Council as a priority item to address in the Land Development Code clean-up. Staff's intent with this report is to introduce and provide an initial analysis of visitor parking issues to the Planning Commission and receive feedback on this analysis in preparation for a recommendation of specific text changes to be reviewed by the Planning Commission at a future Study Session.

Z-14-15-C "Single Family Residential Visitor Parking"

Overview

Various customers and stakeholders of the Town have observed that guest parking provisions in SF-6, SF-D & SF-A development appear to be insufficient or inefficient with respect to quantity and placement. In recent years, the national market for higher-density single-family residential development has strengthened as the preference of many consumers has moved towards more compact urban form and less individual lot maintenance responsibility. Accordingly, the Town has seen an increase in development proposals reflecting these product types; several of these development proposals have already built-out. Staff, citizens and other Town stakeholders have observed the benefits (eg, price-point attainability, enhanced neighborhood cohesion and reduced environmental impact) of this development pattern while also noting a specific detractor. Specifically, the narrowing of internal streets and flexibility in parking provisions has reduced the overall capacity of these developments to accommodate guest parking demand at tenable levels of service.

Existing Requirements

The following discussion summarizes relevant sections of the Land Development Code.

SF DEVELOPMENT TYPES (Chapter I, Article 2.1, Section 2.102)

Single Family-6 (SF-6)

This district permits single family housing on lots of at least 6,000 net square feet.

Single Family Detached (SF-D) *This district permits single family, detached housing on lots of at least 3,000 net square feet.*

Single Family Attached (SF-A) *This district permits single family, attached housing where each dwelling unit is on a lot of at least 2,000 net square feet.*

VISITOR PARKING (Chapter I, Article 4.2, Section 4.203.F)

Visitor Parking *On-street parking may be counted toward the visitor parking requirement for developments in the Single Family Detached (SF-D), Single Family Attached (SF-A), Multi-Family/Low (MF/L), and Multi-Family/Medium (MF/M) zoning districts provided that the street has a minimum 8.5 foot wide legal parking area exclusive of travel lanes. To qualify as one visitor parking space, there shall be an uninterrupted 22 foot long space and a sidewalk adjacent to the parking side of the street. The Town may require on-street visitor parking spaces to be striped.*

PRIMARY PARKING (Chapter I, Article 4.2, Section 4.204)

Residential, Permanent

Single Family (on-street parking permitted) *2 enclosed spaces per unit.*

Single Family (no on-street parking) *2 enclosed spaces per unit; plus .25 guest spaces per unit.*

Multi-Family *1 space per 1-bedroom/studio unit; 2 spaces per 2 or more bedroom units; all plus .25 guest spaces per unit; 1 space per unit shall be covered, of which 25% shall be enclosed.*

DRIVEWAYS (Chapter I, Article 4.2, Section 4.207.B)

- 1. On public or private streets where a residential garage or carport is directly accessible from the street, it shall have a paved driveway not less than 20 feet in length, measured from the back of sidewalk. If no sidewalk exists, the driveway length shall be measured from the back of curb. This provision does not apply to side entry garages.*
- 2. Where a residential garage or carport is directly accessible from an alley, it shall have a minimum paved driveway not less than 3 feet in length.*

Comparative Review

The following table presents a cursory review of comparative municipal parking requirements for detached and attached single family residential. The review indicates the Town's guest parking requirement of 0.25 spaces per dwelling unit is consistent with other jurisdictions, if not more robust, comparatively speaking.

	SFR Detached	SFR Attached	Guest Parking
City of Phoenix	2 spaces/DU	2 spaces/DU	No req.
City of Tucson	2 spaces/DU	2 spaces/DU	SFR-A 0.25 spaces/DU
City of Mesa	2 spaces per dwelling which may be in tandem with Zoning Administrator approval	2 spaces/DU	No req.
City of Chandler	2 spaces/DU	2 spaces/DU	No req.
City of Glendale	2 spaces/DU	2 spaces/DU	Attached SFR: 1 designated guest space per 3 DU
City of Scottsdale	2 spaces/DU	2 spaces/DU	No req.
Town of Gilbert	2 spaces/DU	2 spaces/DU	When no on street parking: 0.25 spaces/DU
City of Tempe	2 spaces/DU	2 spaces/DU	No req.
City of Peoria	With on street parking 2 spaces/DU; without: 3 spaces/DU	With on street parking 2 spaces/DU; without: 2 spaces/DU	When no on street parking: 0.25 spaces/DU
City of Surprise	2 spaces/DU	2 spaces/DU	No req.
Town of Oro Valley	2 spaces/DU	2 spaces/DU	2 spaces/DU
Town of Fountain Hills	2 spaces/DU	2 spaces/DU	No req.

Initial Analysis

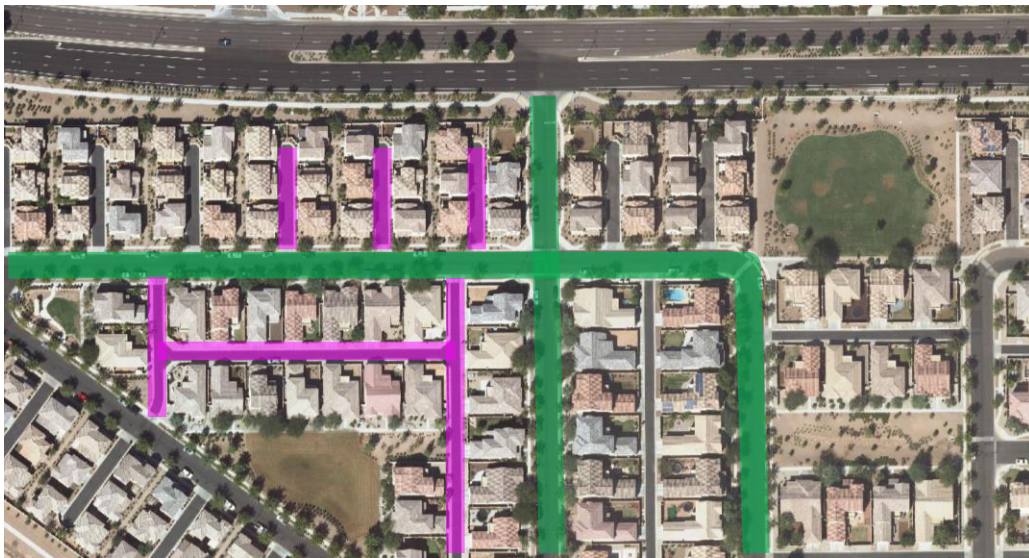
In analyzing the contributing factors of the observed condition (inadequate guest parking provisions), staff reviewed recent higher density single family residential development in the Town with respect to issues of density, neighborhood design and parking allocation. A key observation emerged from this analysis; neighborhood design dominated by auto-court arrangements, in function, does not provide for adequate guest parking. This design is generally principled on Smart Growth or New Urbanism objectives of minimizing street widths, enhancing pedestrian route primacy and connectivity and removing the 'garagescape' from the public's view. Auto-courts generally take vehicular access from a private alleyway that is dimensioned such that the dwelling unit's two required parking spaces are enclosed within the garage and the

minimized driveway length eliminates the opportunity for guest parking as well as the resident's ability to park on the driveway of their own dwelling unit. This condition has the effect of resident's parking their vehicles in areas assumed to be allocated for guest parking. Moreover, the narrow alleyway necessitates dumpster pick-up on the street which further inhibits guest parking areas. Finally, we observed (in the four projects reviewed) that striping for guest parking has only occurred in the multi-family condominium project "Willows". The striping of guest spaces is a key concern as on-street parallel parking of the more commonly larger suburban vehicles of Town residents (eg, sport utility vehicles and trucks) occurs in a manner that reduces the theoretical parking capacity (meaning, vehicles are parked in a way that takes up more space than that planned for). A final observation taken from "Willows" with relevance to single family residential is the provision of guest parking islands and separate alleyway areas for dumpsters.

The following project table, aerials and pictures provide context for the observations noted above and generally form the basis for this analysis.

Name	Lyon's Gate Phase 1 & 2	Spectrum at Val Vista Parcel 15	Seville Parcel 2	Park Place Village
Location	SEC Santan Freeway & Ray	SWC Val Vista & Frye	E/NEC Higley & Chandler Heights	W/SWC Cooper & Guadalupe
Zoning	SF-D/ PAD	SF-A/ PAD	SF-6/ PAD	MF/L PAD
Final Plat Year	2005	2003	2001	2003
Gross Acreage	85	26	40	10
Dwelling Units	386	178	146	124
Density	4.5	6.8	3.7	12.4
Design Type	Traditional Neighborhood	Cluster	Curvilinear	Cluster
Product Type	Alley-Loaded & Auto Court	Shared-Drive Duplex	Conventional	Auto Court
Street Type (Main Section) / Driveway Length/ Guest Parking	Public Local (32')/ NA/ Both Sides Private Drive (12')/ 9'/ No Private Alley (16')/ 4'/ No	Private (30')/ Varies/ Both Sides	Private (30')/ Varies/ Both Sides	Private (30')/ 3'/ One Side

LYON'S GATE



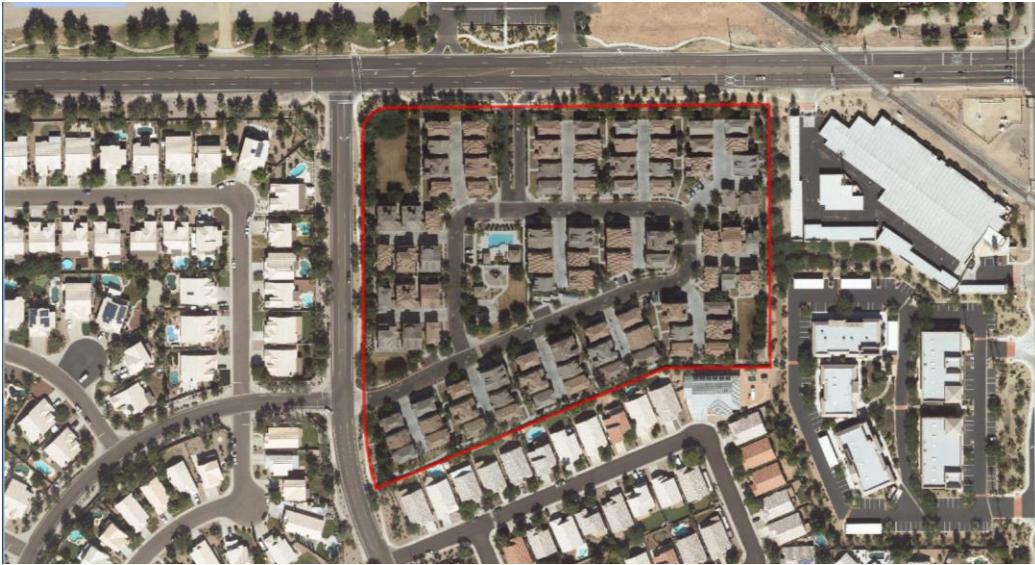
SPECTRUM AT VAL VISTA



SEVILLE



PARK PLACE VILLAGE



Initial Mitigation Concepts

The following mitigation concepts reflect the observation that auto-court development, regardless of zoning, density, product-type or adjoining street width, creates challenges for ensuring guest parking is utilized efficiently. These concepts consider possible improvements for smaller lot single family residential guest parking in general. Finally, concepts do not address transit service factors in allocating guest parking as it would seem the travel behavior as it relates to intra-subdivision trips in the Town is highly based on personal vehicle usage.

Increase parking requirements

1. Increase the visitor parking ratio
2. Apply a visitor parking ratio even when on-street parking is provided
3. Consider a visitor parking ratio that increases relative to bedrooms per unit

Modify geometric requirements

1. Increase the required minimum stall size and maneuvering area for on-street parallel parking
2. Provide a minimum stall size for on-lot dwelling unit enclosed parking
3. Require a minimum storage area within on-lot dwelling unit parking enclosures, outside of the minimum stall dimensions

Supplemental design criteria

1. Provide a minimum visitor parking requirement relative to active open space areas
2. Provide a pedestrian route (maximum distance) requirement between dwelling units and visitor parking
3. Restrict the density served by auto-court design unless parking in this area is included or designated elsewhere
4. Require a portion of required visitor parking to be located in parking clusters, be angled parking and/or be identified by signage and striping
5. Require dumpster pads and or trash pick-up consolidation for auto-court design based on density or number of units in the project
6. Require a threshold for auto-court units (eg, five or more) to provide a hammerhead terminus with guest parking stalls.

SUMMARY

Staff has provided an initial analysis of factors contributing to the perception and experience by our community that more intense single family residential developments do not include adequate guest parking provisions. Additionally, staff has outlined potential mitigation strategies for the observed parking challenges in these types of developments. The intent of this report is to provide background information on the subject issue with the goal of drawing the Planning

Commission's input and direction for moving forward with technical edits (potential text amendments to the LDC).

STAFF REQUEST

Staff requests Planning Commission input.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "J. Feld", written in a cursive style.

Jordan Feld, AICP
Senior Planner